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COUNTRY East Germany

REPORT NO.

TOPIC Cottbus Airfield

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EVALUATION below

25X1

25X1

DATE PREPARED 16 November 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

25X1

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1. The following air activity and aircraft were observed at Cottbus airfield

25X1

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Between 1 and 2 p.m., no air activity was conducted at the field. Three Yak-18s were parked in front of the hangars.

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There was no air activity between 1 p.m. and 1:30 p.m. No aircraft were observed in front of the hangars although radio trucks, fire trucks and an ambulance were still parked at the eastern end of the runway. A rod antenna, about 5 meters high, was observed at the take-off point.

25X1

There was no air activity between 10 a.m. and 11 a.m.

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Flying was not practiced between 1 p.m. and 2 p.m.

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No flights were made between 1 p.m. and 1:30 p.m.

25X1

No air activity was observed between 2:30 p.m. and 3 p.m.

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There was no air activity between 11 a.m. and 11:15 a.m. although the weather was sunny. A biplane and nine Yak-18s were parked in front of the hangars.

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No flights were made between 11 a.m. and 11:15 a.m. There was a scattered cloud base. At about 3 p.m., a biplane made local individual flights and Yak-18s practiced formation flying.

25X1

At 11 a.m., local individual flights were made by Yak-18s.

25X1

No flights were observed between 11 am and 11:20 a.m. A biplane and five Yak-18s were parked in front of the hangars. 1

25X1

2. a train without locomotive was observed on the spur track of Cottbus railroad station near the Spreewald railroad station. The train consisted of 1 coach, 1 flatcar, 1 boxcar and another 6 flatcars, each of the flatcars carrying a new aircraft crate. The crates had the same

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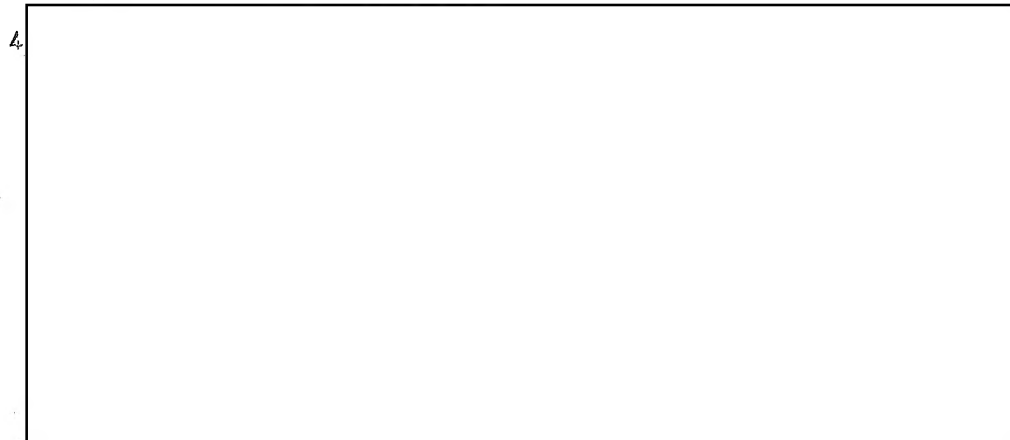
25X1

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- 2 -

size as those crates which had arrived in Cottbus in the spring of 1955. The coach was occupied by a Soviet guard detail, two sentries of which kept watch, one on either side of the train. Another nine aircraft crates arrived on [ ] 2

3. The sand hills in the northeastern corner of the field, approximately at the place where a large portion of the aircraft crates had formerly been stored, were increased between [ ] in front of the sand hills were three containers, each 8 meters long and about 2 meters high.



5. While on the days prior to [ ] no air activity had been observed at the field, formation flying was practiced on the afternoon of 14 October.

6. At noon on [ ] a column of 6 tank trucks each with 2 trailers and about 20 trucks moved from Spremburg to Cottbus. All of the personnel were VPL soldiers.

7. At 2:30 p.m. on [ ] no air activity was observed at the field. Three Yak-13s and 2 MiG-15s were parked in front of the hangars. Single-engine low-wing monoplanes were observed in four open hangars.3 On [ ] local flying was practiced by five dark green Yak-11s

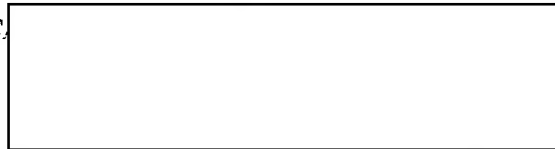
8. On 13 October, individual aircraft crates including some without side walls and five large fuel containers were observed in the northeastern section of the field. [ ] 20 aircraft crates arrived in Cottbus, coming from Frankfurt/Oder.

1. [ ] Comment. Cottbus airfield is occupied by the VPL headquarters and the 600th VPL Div with the assigned 601st VPL Regt. At the beginning of October, air activity was considerably heavier than in mid-October. However, [ ] only for short periods.



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2.  Comment. The arrival of aircraft crates was previously reported.  It has not been determined so far what type of aircraft arrived in the crates. At the beginning of 1953, Yak-18s, Yak-11s and MiG-15s had arrived in crates.

25X1

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3.  Comment. The MiG-15 aircraft are probably flown by Soviet instructors.

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